

of Seiberling Cut-off under construction and impassable. Detour necessary on salt marsh with thin, hard crust of sand and crystallized alkali. Practically every vehicle was mired and rescue work required almost superhuman efforts of entire personnel from 2 p.m. until after midnight. Emergency control established in road construction camp at Black Point, on western edge of the desert. Fair and hot. Natural desert trails. Made 15 miles in 7 $\frac{1}{2}$ hrs. Arrived Granite Rock, Utah, 2 p.m.

Aug. 22

Departed Granite Rock, 6:30 a.m. Kitchen unit of 7 trucks arrived at Black Point, 3:30 a.m. and Co. E arrived at 8 a.m. Unexpected delay on desert caused serious situation regarding water and gasoline. Tanks were placed under guard and water ration limited to one cup for supper and over night. Stalling of fuel truck prevented a cooked dinner. Supper consisted of cold baked beans and hard bread, mere existence being chief concern. Impossible to distribute baggage and personnel obliged to sleep wherever they could. Gasoline tanker sent ahead to Gold Hill, 35 miles from Granite Rock and returned. Two tanks of water hauled by horse team from Gold Hill, 12 mi., to Black Point relieved water famine. Mr. Walker Paul, Supt. Road Construction, Utah State Highway Comm., hauled the water and exerted every effort at his command to assist in relief necessary. Personnel utterly exhausted by tremendous efforts, and will rest at Black Point. Trailmobile kitchens broke rear wheel bearing, spring hanger and drawbar. Two Indian side car motorcycles were unable to negotiate deep dust and were loaded on trucks. Two Garfords broke connecting rods and cracked crank cases - one cracked cylinder block also. Class B's had some trouble with valve springs, brakes and fan assembly. Reduced morale. Fair and very hot. Hard desert trail. Made 36 miles in 7 $\frac{1}{2}$ hrs. Arrived Black Point, Utah, 2 p.m.

Aug. 23

Departed Black Point, 6:30 a.m. Necessary for Service Park Unit to follow later on account repairs to two Garford crank cases and connecting rods. One Garford had hole punched in crank case on account connecting rod cap working loose, and the other Garford (#39732) had upper end of connecting rod crack through eye for wrist pin, resulting in piston being forced upward through top of cylinder block. Damage beyond repair by facilities at hand, so this Garford, #39732 was shipped from Gold Hill to M.T.O., Ft. Douglass, for retirement. Reinforced one bridge. White Staff Observation Car had generator trouble. Class B broke valve tappet roller, and another broke valve spring. Dodge Light Delivery had wheel work loose. Class B had carburetor trouble on account dust. Due to one Class B Spare Parts truck turning over and various lesser

